AMENDMENTS TO THE CLAIMS:

Please cancel without prejudice claims 1, 2, 4 and 8-10 and amend claims 3 and 5-7 as follows.

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (cancelled).

2. (cancelled).

3. (currently amended) A fuel transfer apparatus for an aircraft comprising:

at least two fuel tanks arranged in an inboard to outboard alignment, at least one tank being situated in a wing of the aircraft,

at least one pump for transferring fuel between the tanks, and

a fuel management system for controlling and monitoring the transfer of fuel between tanks, said system comprising:

means for receiving a first input signal that the aircraft has left the ground;

means for receiving a second input signal that the aircraft is approaching its destination,

means for initiating the transfer of the fuel from a relatively inboard tank location to a relatively outboard tank location in response to the first input signal, and

means for initiating the transfer of the fuel from a relatively outboard tank location to a relatively inboard tank location in response to the second input signal, wherein the fuel management system is computerised and comprises a computer algorithm designed to respond to

the various input signals and initiate the fuel transfer in the desired sequence,~~as claimed in claim 2~~ wherein the computer algorithm is specific to a pre-programmed flight path for the aircraft.

4. (cancelled).

5. (currently amended) A fuel transfer apparatus for an aircraft comprising:

at least two fuel tanks arranged in an inboard to outboard alignment, at least one tank being situated in a wing of the aircraft,

at least one pump for transferring fuel between the tanks, and

a fuel management system for controlling and monitoring the transfer of fuel between tanks, said system comprising:

means for receiving a first input signal that the aircraft has left the ground;

means for receiving a second input signal that the aircraft is approaching its destination,

means for initiating the transfer of the fuel from a relatively inboard tank location to a relatively outboard tank location in response to the first input signal, and

means for initiating the transfer of the fuel from a relatively outboard tank location to a relatively inboard tank location in response to the second input signal,~~as claimed in claim 1~~ wherein the fuel management system is programmed to respond to a second input signal that the aircraft has descended to a certain altitude on its approach to land.

6. (currently amended) A fuel transfer apparatus for an aircraft comprising:

at least two fuel tanks arranged in an inboard to outboard alignment, at least one tank being situated in a wing of the aircraft,

at least one pump for transferring fuel between the tanks, and

a fuel management system for controlling and monitoring the transfer of fuel between tanks, said system comprising:

means for receiving a first input signal that the aircraft has left the ground;

means for receiving a second input signal that the aircraft is approaching its destination,

means for initiating the transfer of the fuel from a relatively inboard tank location to a relatively outboard tank location in response to the first input signal, and

means for initiating the transfer of the fuel from a relatively outboard tank location to a relatively inboard tank location in response to the second input signal,~~as claimed in claim 1~~ wherein said second input signal is relayed between the flight control program and the fuel management system when a certain point on a pre-programmed flight path has been reached.

7. (currently amended) A fuel transfer apparatus for an aircraft comprising:

at least two fuel tanks arranged in an inboard to outboard alignment, at least one tank being situated in a wing of the aircraft,

at least one pump for transferring fuel between the tanks, and

a fuel management system for controlling and monitoring the transfer of fuel between tanks, said system comprising:

means for receiving a first input signal that the aircraft has left the ground;

means for receiving a second input signal that the aircraft is approaching its destination,

means for initiating the transfer of the fuel from a relatively inboard tank location to a relatively outboard tank location in response to the first input signal, and

means for initiating the transfer of the fuel from a relatively outboard tank location to a relatively inboard tank location in response to the second input signal, ~~as claimed in claim 1~~ wherein the fuel management system will have manual override facility to enable flight crew to adapt to unforeseen circumstances.

8. (cancelled).

9. (cancelled).

10. (cancelled).